

# Torrance Herald

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## Keep U.S. Fliers Away From My Borders!



### Immune From the Law?

The motor vehicle laws of California and the city ordinances of incorporated cities all state clearly that a vehicle driven on the streets and highways, propelled by an internal combustion engine, must be equipped with exhaust mufflers. Yet, motorcycles and hot rods, sports cars, and twin-piped autos and trucks of every description seem to violate the law with impunity to an extent where they are major disturbances of the peace to which the law abiding citizen is subjected.

And strangely, this particularly irritating flaunting of the law never seems to be the target of an enforcement drive by traffic authorities. Many large cities of the world—notably Paris—became so fed up with noise that it is now illegal to blow a horn except in cases of dire emergency. The notoriously noisy and reckless Italian motorist is about to have his ego squeezed by an enforcement program that already has sent many a horn tooter and speed demon to jail.

If you are a law abiding motorist and a peace loving citizen you probably are in agreement with the suggestion that there should be a statewide campaign with teeth in it to put an end to this nuisance.

And officers of the peace, please don't overlook the nasty little one-cylinder vipers that are too politely referred to as "motor scooters."

### 'A Real Detriment'

Consideration of truck rates for Torrance and the Southwest Los Angeles County area which have been called discriminatory by shippers in this area has been scheduled before the Pacific Inland Tariff Bureau this month in Seattle. Study of the rates, which have cost more Torrance area shippers as much as 22 per cent more than other Southland firms to ship material to the Pacific Northwest, is timely and should do much to spur industrial development in the area if acted upon favorably.

The Pacific Inland Bureau is made up of shippers from the principal freight carriers in the West and has agreed to review the complex schedules which determine shipping charges from this area.

In bringing up the matter recently, the Chamber of Commerce described the current freight rates "a real detriment to progress in the industrial and manufacturing future of Torrance."

Many local firms have expressed concern that they were charged a higher rate to ship goods to the Pacific Northwest than firms located in Culver City, as an example.

Such discrimination is unwarranted and Torrance-Southwest leaders should not relax their efforts to have it abolished.

## Law in Action

The colorful pirate of old captured your imagination but not that of the shipowners or the governments that lost their cargoes and treasures.

Pirates were "enemies of mankind." Their acts became crimes against that government as well as against the "law of nations." A government would try to catch and to punish them no matter how and where the piracy took place.

its borders. Nations can punish aliens for crime within their borders. They can punish aliens for crimes committed against that country when they later come into that country. A nation can also punish crimes against that government as well as against the "law of nations." A government would try to catch and to punish them no matter how and where the piracy took place.

FROM these early days, a rule of international law called "the piracy principle" came into being: As to crimes against mankind. Any nation might seize and punish such a person. He did not need to be one of its citizens. The crimes could be committed inside or outside its territory. Jurisdiction is worldwide.

WHAT about war crimes done on orders of superiors? The World War II allies have declared that certain Nazi leaders committed punishable crimes against nations.

Now and then some nations may allow a court to try a person "in absentia" Such trials without the accused present were once popular, but little comes from such trials, and they are not as highly regarded as trials in which a person has a fair chance to defend himself.

Note: California lawyers offer this column so you may know about our laws.

### LIFE'S LIKE THAT

By FRED NEHER



"Can I trust you to go back to bed . . . and not go shopping?"

### ROYCE BRIER

## Latin America Struggle For Power at Crossroad

The Alliance for Progress is a year old, but it hasn't made much headway, and it can't while Brazil and Argentina skirt national collapse.

Brazil is plagued with inflation and a depressed coffee market, and its political instability reflects this. Argentina must export meat and wheat or face ruin, but it is now ruled by a clique of high army officers who menace the civilian regime of President Guido.

Peru is under a military dictatorship. Venezuela, the richest of the Latin American nations in trade and resources, is walking a tightrope. President Betancourt recently put down two small revolts, the second after savage street fighting. So far Army rankers have supported Betancourt, but there is always the chance they will move in to prevent a Communist takeover.

It is a year since the Bra-

zilian President Quadros walked off the job in a petty huff, leaving his country in political turmoil. But the coffee depression has been going on for some years, and this is at the root of the political trouble.

Thoughtful observers in and out of Argentina agree that the Army generals there are merely jockeying for power under the guise of preventing seizures of power. Followers of the former dictator Peron number a quarter of the electorate. The generals profess to be against them, as well as a smaller Communist segment, but their recent maneuvers have threatened a military dictatorship. There is every evidence their concern is their own ambition, not the welfare of their country.

Seventy-five years ago many Latin American dictators could seize power without turning a country upside down. The change was largely confined to the capital.

But this is not the case today, when industry and technology are growing rapidly in the more advanced Latin American nations.

The economies of such nations, the factories and trade networks, domestic and foreign, are profoundly affected by totalitarianism. The complexes of the big cities like Buenos Aires, Sao Paulo, Caracas and Mexico City are vulnerable. Work forces are dislocated, unemployment, goods shortages and inflation are inevitable, and instant communication only helps to spread national disorder.

In this climate, no North American aid, nor any mutual aid, can be made to work. You can't build houses, roads, power plants, schools or anything in the midst of social disorder. And inflation can wipe out a year's aid in a month.

Hemispheric planners have a formidable job ahead.

## New Delhi Is Talking About . . .

### Stormy Blackouts

NEW DELHI — Social lions in India's capital have a new play these hot evenings. Instead of inviting friends for cocktails at 7, the word now is: "Come over for a power failure drink."

The two bids mean the same. Delhi's erratic power and light supply cuts off completely at 7 for an hour or so just as the vivid pink summer sunset blurs and fades from the sky. The temperature is still formidable; the humidity suffocating.

So friends convene on neighborhood roofs where, drinks in hand and hopeful of the Indian press headlines as "the worst ever power crisis."

Delhi's summer power supply has always been precarious. Each year the load grows because of new industries and a swelling population. India has no foreign exchange with which to buy new equipment, so the power capacity is far outdistanced by demand.

Ceiling fans still churn the heavy air in Delhi's homes and offices, using power. An increasing number of air conditioners appear each summer in upper-class homes, hotels and commercial buildings, using even more power.

And when such accoutrements of civilization as power tools, radio transmitters and airport radar equipment are added to the load, something's got to give. In this case, what gave was one of Delhi's overworked transformers.

The transformer went out on July 26. It was the same day that the "biggest-ever locust swarm" (again quoting headlines) descended on India's capital after having chomped its way across 10,000 acres of grains and vegetables. The hot monsoon rains were continuing to crumble Delhi's streets and flooded low-lying areas, and residents were miserable enough.

And then, to shatter whatever morale the city had left, the trickling Jumna River, which flows through Delhi and feeds the Central Power House turbines, suddenly switched course and bypassed the plant completely.

That did it. The grumbling of Delhi's residents became howling protest. Questions as to responsibility of this "shocking," "shameful," "infamous" situation were raised in Parliament, in the press and on cocktail-hour roofs.

The press offers daily predictions of "more power soon." No doubt there will be because neighboring areas are lending equipment and repairs are being made. But the citizenry is not impressed. Failures have lasted up to 10 hours a day for weeks, and Indians are sick of promises.

Most serious aspect of all this is what it is doing to the economy. Industries have been forced to cut production.

## A Bookman's Notebook

### Michelangelo's Letters Give Insight to Genius

William Hogan

Irving Stone's voluminous files relating to the life of Michelangelo, from which he drew the factual part of his biographical novel "The Agony and the Ecstasy" represented one of the most extensive and thorough works of research of that kind ever attempted.

Among the documents unearthed was a rare volume printed in 1875 containing nearly 500 letters written by the artist. Some of them had been translated to document the work of scholars from Symonds to De Tolnay, but the remainder had never been out of the language of 16th Century Italy. Dr. Charles Speroni of UCLA attacked this problem and rendered the missives into 20th Century American.

This was only the beginning of Stone's problem. The letters were not in chronological order and some lacked dates altogether. So from internal evidence they had to be reassembled in proper form to serve as a grid of fact on which to plot the possibilities of romance. Since the reliability of the post was a matter to arouse a certain skepticism even in those times, many of the letters had been duplicated to insure delivery of at least one copy, adding to the scholar's confusion.

The final compilation was, then, a product of great effort and Stone, being not one to leave a namesake unturned, has brought the letters into print in a volume titled, "I, Michelangelo, Sculptor," as a kind of by-product of his huge and vastly successful novel.

The letters start on July 2, 1496, when Michelangelo was 21, and end in 1563 when, at 88, he was near death. Besides being placed in chronological order they are sorted into groups related to the cities to which his work took the artist. These sections are connected by short statements containing enough background material to explain the general outline of his activities. In addition, some of the artist's sonnets, works of strong poetic feeling, are included at appropriate points.

The letters deal to a considerable extent with the things people always write about their relatives: "I can't read your writing . . . you are misusing my funds, and are

ungrateful . . . don't send things I don't ask for."

But then there are many quite remarkable epistles full of insight and passion and information peculiar to certain of Michelangelo's projects, giving his own words a detailed picture of his life and the use of his genius.

Notes on the margin . . . Capitol Hill Books, a division of Macfadden-Bartell Corp., will publish original paperbacks by members of Congress. The first two, due this month, are "A Program for Conservatives," by Senator John G. Tower (R., Texas),

and "Inside the New Frontier," by Senator John Vance Hartke (D., Ind.). The Macfadden people state that these titles are "expected to play an important part in the coming fall election campaigns." . . . "Wise Blood," a novel by Flannery O'Connor originally published in 1952, is issued in a new edition by Farrar, Straus Cudahay. The novel tells of a young Tennesseean, fresh from the Army, who falls under the spell of a "blind" street preacher.

I, Michelangelo, Sculptor. Edited by Irving and Jean Stone. Doubleday, 283 pp., illus., \$4.95.

### Around the World With



"If our club got a group of 25 or more (or less), is there any place in Mexico or Central America where we could charter a boat? For a cruise of islands and coast line? Some warm place with swimming weather."

What you want is Captain Mike Burke's Windjammer Cruises, Inc. Write him for a folder. P. O. Box 1051, Miami Beach 39, Fla.

There are three sizes of charter schooners—ranging from \$800 a day in the February-August season to \$500 between September and January.

The largest sleeps 40—(\$600 per day in the off-season). The smallest sleeps 26—(\$500 a day in the off-season). This includes everything—food, crew, port fees. If you stay out more than 10 days, you can cut the rate.

"Can you give me information on a reliable shopping service in Hong Kong? I am interested in teakwood and camphor wood chests. . ."

There are a couple of American girls doing this in Hong Kong. But I haven't heard from them for some time. I bought a camphor wood-lined chest from a store in Kowloon. You could write to them—I think they have a folder. N'gai Fat Co., No. 5 Carnarvon Road, Mirador Mansion, Kowloon, Hong Kong.

You'd have to pay duty on this (10% per cent on furniture). Small chests about 2x3x3 ran \$35, as I remember, and were handsomely carved. (Better write Commissioner of Customs, U. S. Treasury Dept., Washington, D. C. See if they do rate this as furniture. And what the duty is exactly.)

"We enjoy driving and will rent a car in Mexico City for 10 days. Do you recommend the drive from there to Acapulco?"

Well, it's the standard tourist route—Cuernavaca, Taxaco, Acapulco. You can shut off the engine and coast all the way down. It has the advantage that they are used to tourists. Plenty of hotels and American food.

I think it's good for the first time in Mexico. But I am not high on this route.

A pretty, less touristy drive: Mexico City to Morelia, one short day's drive. Get one of the balcony front rooms at the old Virrey de Mendoza on the plaza—but don't eat there. Eat at the street tables alongside the plaza. Town women come down and cook over charcoal every night. Do a great job on chicken.

A half day over to Patzcuaro. Nice old Indian town with a beautiful plaza shaded by Indian laurels and a lot of street market action. Two good hotels there.

A half a day north to Guadalajara. Big, pretty town with plenty of good hotels.

Then go south on the route from El Paso, Texas—sliding off the highway to Guanajuato and San Miguel Allende. San Miguel has the best hotels and there are fine historic Mexican towns close by.

If you are strong for some beaches, take the highway to Manzanillo—between Morelia and Guadalajara. This is an old sandy Pacific port and some new hotels have gone up both north and south of the town.

Stan Delaplane finds it impossible to answer all of his travel mail.

For his intimate tips on Japan, Italy, England, France, Russia, Hawaii, Mexico, Ireland, and Spain (10 cents each), send coins and stamped, self-addressed, large envelope to the Torrance HERALD, Box RR, Torrance, Calif.

## Morning Report:

For years French and Algerians shot at each other in North Africa. That old story finally died when Algeria got her independence.

Now Algerians are shooting at Algerians. And some Frenchmen fired at President De Gaulle. From a strictly nationalistic point of view, I suppose this is an improvement. We have exchanged one international problem for two domestic ones—which is some sort of bargain.

As Americans, we have to be in favor of independence for everybody. Just as long as we remember that independence is not a solution for all problems—merely a chance to develop new ones.

Abe Mellinkoff

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